

REPORT

# INFORMATION REPORT

CD NO.

East Germany

DATE DISTR. 20 April 1955

Bezirk Directorate for Motor Traffic

NO. OF PAGES 8

NO. OF ENCLS.  
(LISTED BELOW) 25X1

SUPPLEMENT TO REPORT   25X1

THIS IS UNEVALUATED INFORMATION

1. In December 1954, the Berlin District Bureau (Berlin District Office for Motor Traffic) (BDK) was located at 30 Wilhelm Kuelz Strasse, Potsdam. [redacted] The BDK was subordinate to the Traffic Department of the Council of Bezirk Potsdam, which again was under the control of the State Secretariat for Motor Traffic and Roads. In late 1954, it was generally believed [redacted] that the State Secretariat for Motor Traffic and Roads would be incorporated into a new Ministry of Traffic. All the correspondence of BDK Potsdam was directed through the Traffic Department of the Council of Bezirk Potsdam.

2. BDK Potsdam consisted of the following departments:

Traffic Department  
Planning and Statistical Department  
Finance Department  
Materials Supply Department  
Maintenance Department  
Cadre Department  
Labor Department  
Administrative Department  
Security Inspectorate

The table of organization (T/O) of BDK also included a Legal Department which was to be established in the near future.

In December 1954, BDK Potsdam controlled 22 VEB Traffic enterprises, 14 VEB motor vehicle repair shops and 5 driving schools, in addition to an undetermined number of BDK branch agencies (Aussenstellen und Nebenstellen) in all Kreise (administrative districts). A total of 74 agencies were subordinate to the BDK within Bezirk Potsdam.

The Maintenance Department of BDK had one departmental chief, one female secretary, and one technical assistant. The T/O of this department also included a maintenance technician and an electrician. These positions were, however, still vacant in late December 1954. At that time, the total staff of BDK was estimated to be

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## 3. BDK controlled the following 14 VEB motor vehicle repair shops:

- 1) "Max-Reimann" repair shop at Dreilinden, formerly a Bosch enterprise, charged with repair work on model Horch, ~~EMW~~, DKW, and Phaenomen vehicles. Work Force: about 175 men.
- 2) Repair shop at Luckenwalde for model EMW vehicles. Work force: about 8 men.
- 3) Repair shop at Brandenburg for model EMW and Horch vehicles. Work force: about 54 men.
- 4) Repair shop at Brandenburg, charged with repair work on model AWC and EMW vehicles and motorcycles. Work force: about 7 men.
- 5) Repair shop at Oranienburg, in charge of electric generators. Work Force: about 20 men.
- 6) Repair shop at Neuruppin for model EMW and DKW vehicles. Work force: about 25 men.
- 7) Repair shop at Neuruppin, in charge of electrical equipment for motor vehicles. Work force: about 40 men.
- 8) Repair shop at Belgig: Work force: about 4 men.
- 9) Repair shop at Wittstock ~~near Schenck~~, charged with repair work on model EMW vehicles. Work force: about 30 men.
- 10) Repair shop at Kyritz.
- 11) Repair shop at Wildau. Work force about 12 men.
- 12) Repair shop at Potsdam-Babelsberg, charged with repair work on model EMW and Phaenomen vehicles. Work force: about 55 men.
- 13) Repair shop on ~~Lenné~~ Strasse at Potsdam with a branch plant on the ~~Autobahn~~ at Michendorf, charged with repair work on model EMW ~~and other~~ vehicles. Work force: about 30 men.
- 14) Repair shop at Tossen, charged with repair work on model DKW vehicles. Work Force: about 40 men.

The administrative personnel of each of the VEB motor vehicle repair shops included:

1 manager,  
1 technical manager,  
1 workshop foreman,  
1 norm engineer,  
1 purchasing agent,  
1 accountant.

## 4. Personnel employed in the administration of motor traffic and highway matters included:

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- 3 -

a. State Secretariat for Motor Traffic and RoadsState Secretary**Ernst Heinrich** ~~in~~rechtMain Administration for Motor Traffic

Chief

Schlimper (fnu),

25X1

Chief of the Technical  
Department

Lenz (fnu),

25X1

b. Council of Bezirk PotsdamChief of the Traffic  
Department

Reschke (fnu),

25X1

Chief of the Planning  
Department

Schellow (?)

c. BDK Potsdam

Chief

Hans Daniel.

25X1

Deputy Chief of BDK and  
Chief of the Traffic  
Department

Kleidon (fnu),

25X1

In charge of Freight Traffic

Heinrich Kieling, 44

25X1

Chief of the Planning and  
Statistical Department

Frau Klaus, (fnu),

25X1

Chief of the Finance  
Department

Koch (fnu),

25X1

In Charge of Rates

Inge Taeger,

25X1

Chief of the Materials  
Supply Department

Otto Seeger,

25X1

Chief of the Cadre  
Department

Frau Franke (fnu),

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Chief of the Labor Department Heinz Hellmann, [redacted] 25X1

Chief of the Administrative Department Pilzecker (fnu), [redacted] 25X1

Chief of the Security Inspectorate Kopetsch (fnu), [redacted] 25X1

[redacted]

Assistant Heinz Bergemann, [redacted] 25X1  
[redacted] 25X1

Secretary Frau Wurl (fnu), [redacted] 25X1

5. Motor vehicles available at BDK Potsdam included two model EMW, one model IFA F-9, and one model DKW sedan.
6. The chief of the Technical Department of BDK was responsible for the equipping of motor vehicle repair shops with the machinery required and the supply of materials. All requests for materials were directed through the Materials Supply Department. Workers and skilled laborers were requested through the Labor Department. There was a shortage of skilled workers. The chief of the Technical Department also worked on investment plans for machinery and tools. The chief of this department was in communication with the Traffic Department of the Council of Bezirk Potsdam and with the State Secretariat of Traffic in Berlin.
7. The individual motor vehicle repair shops worked independently, drew up their own production plans, and had an accounting department of their own. They were only inspected and supervised by the BDK. Each VEB motor vehicle repair shop concluded contracts with private and communal enterprises. All state agencies such as the Councils of Bezirke, Kreise, HO-shops, and cooperative enterprises were under an obligation to have their motor vehicles repaired at VEB repair shops. Private repair shops could only be used if VEB repair shops were unable to handle a specific job. The capacity of VEB repair shops was restricted by a shortage of materials. Machine-tractor stations (MTS) had their own repair shops. Such repair shops were known to exist in Jueterbog (headed by Metz)(fnu) and at Neuenhagen near Berlin. Special VP and/or KVP repair shops were unknown. In one case, the KVP wanted to have 30 model Phaenomen ambulances overhauled at a BDK repair shop. The order was placed with the BDK repair shop at Zossen, which charged 2,500 DME for the overhaul of one ambulance. It was known that the base price for such overhaul at the Zossen repair shop was 1,000 DME. Repair work for Soviet agencies was done at the repair shop at Dreilinden. In principle, only one shift was worked at VEB motor vehicle repair shops. Repair shops had to submit monthly reports on their output. In these reports, the non-fulfillment of repair plans had to be explained. In exchange of experiences between the individual VEB motor vehicle repair shops was planned. The only information available on BDK repair shops (Ausstellen und Nebenstellen) was that they had to serve private motor vehicle owners and that they issued ration coupons for gasoline.

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9. Replacement parts needed by the VEB repair shops were requisitioned through the Maintenance Department from the Materials Supply Department. General requirements were calculated on the basis of production plans made in advance. The Materials Supply Department reports its over-all requirements to the Traffic Department at the Council of the Bezirke. The Materials Supply Department sent the licenses for the procurement of replacement parts to the DHZ agencies existing in the individual Kreise, which dispatched them to the individual repair shops. The repair shops, which are in charge of maintenance on specific motor vehicles, conclude delivery contracts with the automobile companies involved. The VEB motor vehicle repair shops are charged with DHZ prices as the DHZ for the replacement parts delivered by the individual automobile companies. Surplus replacement parts were sold to other BDK repair shops at profit. In Bezirk Potsdam, VEB motor vehicle repair shops were also authorized to sell surplus replacement parts at DHZ prices to private repair shops. There was, however, a shortage of important replacement parts such as crankshafts, rear axles, drive wheels and bevel wheels for differential gears, steels of all kinds, steering units, especially worm gears for these units, and spring steels and only minor replacement parts such as signal arms, fenders, exhaust pipes, door handles, and head lights were available for sale. At the Dreilinden repair shop, surplus stocks of minor spare parts were valued at about 93,000 DME. Most of these stocks were accumulated by panicky buying. Surplus stocks accumulated at the Zossen repair shop were estimated at 43,000 DME, at the Potsdam-Babelsberg repair shop at about 76,000 DME, and at the Luckenwalde repair shop at 27,000 DME.

In Bezirk Potsdam there were private repair shops which had concluded contracts with specific automobile companies for the repair of motor vehicles manufactured by them. These private repair shops thus had become a "Vertrags-Werkstatt" (contractual repair shop). Before this happened, the private motor vehicle repair shops were inspected by representatives of the nearest VEB motor vehicle repair shop. If the result of the inspection was favorable, the private repair shop had to submit an official request to the Maintenance Department of BDK. These requests, after they had been checked, were forwarded to the Technical Department of the State Secretariat for Motor Traffic through the Traffic Department of Bezirk Potsdam. During the months preceding December 1954, several such requests by private motor vehicle repair shops were rejected because the nationalized motor vehicle repair shops were given preference. The situation was, however, rather confused and in some cases private "Vertrags-Werkstaetten" were so provided with replacement parts that they could help out the nationalized repair shops. It was believed that some of the private repair shops obtained replacement parts from the nationalized repair shops. The difficult situation in the field of replacement parts was illustrated by the fact that in September 1954, of 54 buses available to the nationalized traffic enterprise at Potsdam-Babelsberg, about 27 were deadlined because replacement parts for their repair were not available. At a conference held at the Traffic Department of Bezirk Potsdam in October 1954, a representative of the Ministry of Machine Construction blamed all BDK agencies for the failure to carry out necessary repair work on buses which were urgently required for the transportation of gainfully employed persons. He mentioned that in Leipzig a bus with 60 seats had been deadlined because a small pinion could not be replaced. It was also mentioned that the brake cylinders on model Ikarus buses suffered from faulty design. It was therefore resolved at the conference to modify the manifold pressure control of the brake system on these buses.<sup>4</sup>

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In view of the critical situation in the field of replacement parts, the establishment of a clearing point for materials and replacement parts in every Bezirk was suggested. Such a clearing point was opened in Bezirk Potsdam during three days in early 1954. In Potsdam, the organization of such a replacement clearing point proved a failure. Nationalized motor vehicle repair shops fell into financial difficulties because the non-availability of specific replacement parts prevented the delivery of a repaired motor vehicle although from 10,000 to 20,000 DME had been invested in these vehicles in the form of wages and materials.

9. The State Secretariat for Motor Traffic and Roads drew up provisional production plans for the individual nationalized motor vehicle repair shops on the basis of annual reports submitted by these repair shops. These provisional production plans were forwarded to the Traffic Departments of the Councils of the individual Bezirke, which sent them to the Planning and Statistical Departments of the individual BDKs. On the basis of these provisional production plans, the repair shops controlled by the individual BDKs worked out preliminary production plans (Vorprojektplan). These preliminary production plans were frequently modified by the Planning and Statistical Departments of the BDK involved. After an agreement had been reached between the repair shops and the Planning and Statistical Department of their Bezirk, the repair shops submitted a production plan to the Planning and Statistical Department which forwarded it to the Traffic Department of the Council of the Bezirk involved. If this plan had been approved, the plan was returned to the individual repair shop and thus became binding on it. A sum of about 2.5 million DME was to be allocated for BDK Potsdam in 1955. The money was to be spent on several permanent buildings, including a workshop for the traffic enterprise at Hennigsdorf and an engine shop at Dreilinden. The sum of 2.5 million DME was subsequently reduced to approximately 300,000 DME, of which 120,000 DME were to be allocated to the Traffic Department, 150,000 DME to the Maintenance Department, and 30,000 DME to the Labor Department. The construction work mentioned above was to be cancelled. Of the 150,000 DME earmarked for the 14 VEB motor vehicle repair shops, a sum of about 65,000 DME was to be spent on the procurement of new machinery. This sum was completely inadequate. It was learned that most of the VEB motor vehicle repair shops operated at a deficit. Only the workshops at Dreilingen, Zossen, Oranienburg, Brandeburg and Potsdam-Babelsberg yielded a profit. Most of the motor vehicle repair shops received annual grants from the State Secretariat for Motor Traffic. In late November 1954, vigorous measures were initiated to eliminate financial losses from operations of motor vehicle repair shops. It was believed possible that the 1955 budget of the Maintenance Department of BDK Potsdam would be subject to further modifications.
10. It was believed that the following fuel consumption norms were in use:

Type of Vehicle	Fuel Consumption per 100 km
a. Sedans	
Mercedes Trumpf Junior	8.8 liters
BMW	13.5 "
DKW	11.0 "
EW	12.0 "
IFA F 8	8.2 "
IFA F 9	9.5 "

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Mercedes 170 V	12.5 liters
Opel (2.0 liter)	11.7 "
Vanderer W 33-52 E	17.6 "
Vanderer 240	15.5 "
Vanderer 10	12.0 "

## b. Trucks fitted with Otto motors

Borgward L 400	9.0 liters
Borgward LL 400	11.0 "
Buessing Z	22.0 "
Daimler Benz L 1500	23.5 "

11. The chief of the Maintenance Department of BDK Potsdam received a monthly salary of 679 DME. Wages per hour paid at VEB repair shops fluctuated from 1.75 DME to 2.25 DME. The introduction of performance wages has so far proved impossible in view of the shortage of replacement parts.
12. Driving schools of BDK Potsdam were available at Luckenwalde, Brandenburg, Hennigsdorf, Kyritz and Rathenow. It was remembered that from 10,000 to 15,000 students failed to pass their drivers' examinations in Bezirk Potsdam in the first half of 1954. A driving school course took about six weeks. The inspectors employed did not always meet strict requirements. The State Secretariat for Motor Traffic was therefore requested to have all driving schools and instructors checked by mid-1955. In late 1954, approximately 80 mechanic apprentices were being trained at the 14 VEB motor vehicle repair shops of BDK Potsdam. The period of training was three years.

1. [ ] Comment. The data on the organizational setup of BDK Potsdam and its superior agencies are correct. [ ]

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2. [ ] Comment. The two names mentioned were known previously. [ ]

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3. [ ] Comment. The personnel mentioned under 4 b and 4 c is reported for the first time.

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4. [ ] Comment. The Ikarus buses are imported from Hungary.

5. [ ] Comment. The present report on BDK Potsdam agrees with previous information on the administration of motor traffic in the GDR. [ ]

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[ ] The present situation in the field of motor traffic in the GDR is characterized by:

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- a. completely insufficient production of motor vehicles for civilian requirements
- b. shortage of materials and spare parts
- c. a critical shortage of funds.

There can be no doubt that the over-all situation in the field of motor traffic is rather critical.

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## 3. BDK controlled the following 14 VEB motor vehicle repair shops:

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- 8) Repair shop at Belzig. Work force: about 4 men.
- 9) Repair shop at Wittstock near Zehdenick, charged with repair work on model EMW vehicles. Work force: about 30 men.
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1 manager,  
1 technical manager,  
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## 4. Personnel employed in the administration of motor traffic and highway matters included:

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a. State Secretariat for Motor Traffic and RoadsState Secretary**Ernst Heinrich Weiprecht**Main Administration for Motor Traffic

Chief

Schlimper (fnu), [REDACTED]

25X1

Chief of the Technical  
Department

Lenz (fnu), [REDACTED]

25X1

b. Council of Bezirk PotsdamChief of the Traffic  
Department

Reschke (fnu), [REDACTED]

25X1

Chief of the Planning  
Department

Schellow (?)

c. BDK Potsdam

Chief

Hans Daniel, [REDACTED]

25X1

Deputy Chief of BDK and  
Chief of the Traffic  
Department

Kleidon (fnu), [REDACTED]

25X1

In charge of Freight Traffic

Heinrich Kieling, [REDACTED]

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Chief of the Planning and  
Statistical Department

Frau Klaus (fnu), [REDACTED]

25X1

Chief of the Finance  
Department

Koch (fnu), [REDACTED]

25X1

In Charge of Rates

Inge Taege, [REDACTED]

25X1

Chief of the Materials  
Supply Department

Otto Seeger, [REDACTED]

25X1

Chief of the Cadre  
Department

Frau Franke (fnu), [REDACTED]

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Chief of the Labor  
Department

Heinz Hellmann, [redacted]

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Chief of the Administrative  
Department

Pilzecker (fnu), [redacted]

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Chief of the Security  
Inspectorate

Kopetsch (fnu), [redacted]

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Assistant

Heinz Bergemann, [redacted]

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Secretary

Frau Wurl (fnu), [redacted]

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5. Motor vehicles available at BDK Potsdam included two model EMW, one model IFA F-9, and one model DKW sedan.
6. The chief of the Technical Department of BDK was responsible for the equipping of motor vehicle repair shops with the machinery required and the supply of materials. All requests for materials were directed through the Materials Supply Department. Workers and skilled laborers were requested through the Labor Department. There was a shortage of skilled workers. The chief of the Technical Department also worked on investment plans for machinery and tools. The chief of this department was in communication with the Traffic Department of the Council of Bezirk Potsdam and with the State Secretariat of Traffic in Berlin.
7. The individual motor vehicle repair shops worked independently, drew up their own production plans, and had an accounting department of their own. They were only inspected and supervised by the BDK. Each VEB motor vehicle repair shop concluded contracts with private and communal enterprises. All state agencies such as the Councils of Bezirke, Kreise, HO-shops, and cooperative enterprises were under an obligation to have their motor vehicles repaired at VEB repair shops. Private repair shops could only be used if VEB repair shops were unable to handle a specific job. The operation of VEB repair shops was restricted by a shortage of materials. Machine-tractor stations (MTS) had their own repair shops. Such repair shops were known to exist in Jueterbog (headed by Metz (fnu)) and at Hennigsdorf near Berlin. Special VP and/or KVP repair shops were unknown. In one case, the KVP wanted to have 30 model Phaenomen ambulances overhauled at a BDK repair shop. The order was placed with the BDK repair shop at Plessen, which charged 2,500 DEM for the overhaul of one ambulance. It was known that the price for one such overhaul at a BDK repair shop was 1,800 DEM. Repair work for Soviet agencies was done at the repair shop at Dreilinden. In principle, only one shift was worked at VEB motor vehicle repair shops. All repair shops had to submit monthly reports on their output. In these reports, the non-fulfillment of repair plans had to be explained. An exchange of experiences between the individual VEB motor vehicle repair shops was planned. The only information available on BDK branch offices (Ausserstellen und Nebenstellen) was that they had to serve private motor vehicle owners and that they issued ration coupons for gasoline.

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8. Replacement parts needed by the VEB repair shops were requisitioned through the Maintenance Department from the Materials Supply Department. General requirements were calculated on the basis of production plans made in advance. The Materials Supply Department reports its over-all requirements to the Traffic Department at the Council of the Bezirke. The Materials Supply Department sent the licenses for the procurement of replacement parts to the DHZ agencies existing in the individual Kreise, which dispatched them to the individual repair shops. The repair shops, which are in charge of maintenance on specific makes of motor vehicles, conclude delivery contracts with the automobile plant involved. The VEB motor vehicle repair shops are charged the same prices as the DHZ for the replacement parts delivered by the individual automobile plants. Surplus replacement parts were sold to other BDK repair shops at a profit. In Bezirk Potsdam, VEB motor vehicle repair shops were also authorized to sell surplus replacement parts at DHZ prices to private repair shops. There was, however, a shortage of important replacement parts such as crankshafts, rear axles, drive wheels and bevel wheels for differential gears, steels of all kinds, steering units, especially worm gears for these units, and spring steels and only minor replacement parts such as signal arms, fenders, exhaust pipes, door handles, and head lights were available for sale. At the Dreilinden repair shop, surplus stocks of minor spare parts were valued at about 93,000 DME. Most of these stocks were accumulated by panicky buying. Surplus stocks accumulated at the Zossen repair shop were estimated at 43,000 DME, at the Potsdam-Babelsberg repair shop at about 76,000 DME, and at the Luckenwalde repair shop at 27,000 DME.

In Bezirk Potsdam there were some private repair shops which had concluded contracts with specific automobile plants for the repair of motor vehicles manufactured by them. These private repair shops thus had become a "Vertrags-Werkstatt" (contractual repair shop). Before this happened, the private motor vehicle repair shops were inspected by representatives of the nearest VEB motor vehicle repair shop. If the result of the inspection was favorable, the private repair shop had to submit an official request to the Maintenance Department of BDK. These requests, after they had been checked, were forwarded to the Technical Department of the State Secretariat for Motor Traffic through the Traffic Department of Bezirk Potsdam. During the months preceding December 1954, several such requests by private motor vehicle repair shops were rejected because the nationalized motor vehicle repair shops were given preference. The situation was, however, rather confused and in some cases private "Vertrags-Werkstaetten" were so provided with replacement parts that they could help out the nationalized repair shops. It was believed that some of the private repair shops obtained replacement parts

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The difficult situation in the field of replacement parts was illustrated by the fact that in September 1954, of 54 buses available to the nationalized traffic enterprise at Potsdam-Babelsberg, about 27 were deadlined because replacement parts for their repair were not available. At a conference held at the Traffic Department of Bezirk Potsdam in October 1954, a representative of the Ministry of Machine Construction blamed all BDK agencies for the failure to carry out necessary repair work on buses which were urgently required for the transportation of gainfully employed persons. He mentioned that in Leipzig a bus with 60 seats had been deadlined because a small pinion could not be replaced. It was also mentioned that the brake cylinders on model Ikarus buses suffered from faulty design. It was therefore resolved at the conference to modify the manifold pressure control of the brake system on these buses.<sup>4</sup>

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In view of the critical situation in the field of replacement parts, the establishment of a clearing point for materials and replacement parts in every Bezirk was suggested. Such a clearing point was opened in Bezirk Potsdam during three days in early December 1954. In Potsdam, the organization of such a replacement part clearing point proved a failure. Nationalized motor vehicle repair shops often got into financial difficulties because the non-availability of specific replacement parts prevented the delivery of a repaired motor vehicle although from 10,000 to 20,000 DME had been invested in these vehicles in the form of wages and materials.

9. The State Secretariat for Motor Traffic and Roads drew up provisional production plans for the individual nationalized motor vehicle repair shops on the basis of annual reports submitted by these repair shops. These provisional production plans were forwarded to the Traffic Departments of the Councils of the individual Bezirke, which sent them to the Planning and Statistical Departments of the individual BDKs. On the basis of these provisional production plans, the repair shops controlled by the individual BDKs worked out preliminary production plans (Vorprojektplan). These preliminary production plans were frequently modified by the Planning and Statistical Departments of the BDK involved. After an agreement had been reached between the repair shops and the Planning and Statistical Department of their Bezirk, repair shops submitted a production plan (Reinplan) to the Planning and Statistical Department which forwarded it to the Traffic Department of the Council of the Bezirk involved. After this plan had been approved, the plan was returned to the individual repair shop and thus became binding on it. A sum of about 2.5 million DME was to be allocated for BDK Potsdam in 1955. The money was to be spent on several permanent buildings, including a workshop for the traffic enterprise at Hennigsdorf and an engine shop at Dreilinden. The sum of 2.5 million DME was subsequently reduced to approximately 300,000 DME, of which 120,000 DME were to be allocated to the Traffic Department, 150,000 DME to the Maintenance Department, and 30,000 DME to the Labor Department. The construction work mentioned above was to be cancelled. Of the 150,000 DME earmarked for the 14 VEB motor vehicle repair shops, a sum of about 65,000 DME was to be spent on the procurement of new machinery. This sum was completely inadequate. It was learned that most of the VEB motor vehicle repair shops operated at a deficit. Only the workshops at Dreilinden, Zossen, Oranienburg, Brandeburg and Potsdam-Babelsberg yielded a profit. Most of the motor vehicle repair shops received annual grants from the State Secretariat for Motor Traffic. In late November 1954, vigorous measures were initiated to eliminate financial losses from operations of motor vehicle repair shops. It was believed possible that the 1955 budget of the Maintenance Department of BDK Potsdam would be subject to further modifications.

10. It was believed that the following fuel consumption norms were in use:

Type of Vehicle	Fuel Consumption per 100 km
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a. Sedans

Adler Trumpf Junior	8.8 liters
DME	13.5 "
DKW	11.0 "
EMW	12.0 "
IFA F 8	8.2 "
IFA F 9	9.5 "

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Mercedes 170 V	12.5 liters
Opel (2.0 liter)	11.7 "
Wanderer W 23-52 W	17.0 "
Wanderer 240	15.5 "
Wanderer 10	12.0 "

## b. Trucks fitted with Otto motors

Borgward L 400	9.0 liters
Borgward LL 400	11.0 "
Bucssing Z	22.0 "
Daimler Benz L 1500	23.5 "

11. The chief of the Maintenance Department of BDK Potsdam received a monthly salary of 679 DME. Wages per hour paid at VEB repair shops fluctuated from 1.75 DME to 2.25 DME. The introduction of performance wages has so far proved impossible in view of the shortage of replacement parts.
12. Driving schools of BDK Potsdam were available at Luckenwalde, Brandenburg, Hennigsdorf, Kyritz and Rathenow. It was remembered that from 10,000 to 15,000 students failed to pass their drivers' examinations in Bezirk Potsdam in the first half of 1954. A driving school course took about six weeks. The inspectors employed did not always meet strict requirements. The State Secretariat for Motor Traffic was therefore requested to have all driving schools and instructors checked by mid-1955. In late 1954, approximately 80 mechanic apprentices were being trained at the 14 VEB motor vehicle repair shops of BDK Potsdam. The period of training was three years.

1. Comment. The data on the organizational setup of BDK Potsdam and its superior agencies are correct.

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2. Comment. The two names mentioned were known UNCODÉDusly.

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3. Comment. The personnel mentioned under 4 b and 4 c is reported for the first time.

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4. Comment. The Ikarus buses are imported from Hungary.

5. Comment. The present report on BDK Potsdam agrees with previous information on the administration of motor traffic in the GDR.

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. The present situation in the field of motor traffic in the GDR is characterized by:

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- a. completely insufficient production of motor vehicles for civilian requirements
- b. shortage of materials and spare parts
- c. a critical shortage of funds.

There can be no doubt that the over-all situation in the field of motor traffic is rather critical.

~~S-E-C-R-E-T~~

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